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(Davidson Laboratory Report SIT-DL-74-1727)



ON-ROAD BRAKING AND CORNERING PERFORMANCE OF VARIOUS OFF-ROAD TIRE PATTERNS

by

- I. R. Ehrlich
- G. Wray
- J. Nazalewicz

of Stevens Institute of Technology

2003 1218 120

MOBILITY SYSTEMS LABORATORY

U.S. ARMY TANK AUTOMOTIVE COMMAND Warren, Michigan

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STEVENS INSTITUTE OF TECHNOLOGY

DAVIDSON LABORATORY CASTLE POINT STATION HOBOKEN. NEW JERSEY

TACOM No. 11911

June 1974

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Report SIT-DL-74-1727

DL Project 4063/404

and

DL Project 4177/407

Prepared for
U. S. Army Tank-Automotive Command under
Contract DAAE07-73-C-0189

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ABSTRACT

Ten sets of tires with nine different off-road tread patterns were tested on a paved surface using a towed, instrumented trailer to measure their cornering characteristics (wet and dry) and their braking performance (wet, full skid).

The data obtained and a method for rank ordering is presented.

Keywords

Tire test
Braking performance
Cornering performance
Radial tire

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INTRODUCTION

The adoption of radial ply tires by the military will present an ideal opportunity also to adopt a new tire tread pattern. Such a new tread pattern is desirable to make the radial tires easily identifiable in order to avoid, as much as possible, indiscriminate mixing of radial and bias tires, a recognized dangerous situation. A new pattern is also desirable to improve the traction characteristics of present military tires on wet payements and to improve wear rates.

At present, there is no known theory or mathematical model, which will predict the performance of various tire tread patterns either on-or off- the highway. This program, therefore, investigated nine tire tread patterns which were selected by the U. S. Army Tank-Automotive Command (TACOM). This was the first step in a rather comprehensive program to develop a new military tread pattern which will improve on-road performance without degrading cross-country performance. Hopefully, this program will also obtain better insight into the part that tire tread patterns play in on- and off-road traction.

TEST PROGRAM

Two types of on-road tests were conducted: Measurements of tire cornering and tire braking forces. To conduct these tests at the loads desired, a special trailer was constructed (see Figure 1). This two-wheel trailer was provided with special linkages that would simultaneously yaw both tires in equal but opposite directions (See Figure 2). Both wheels were connected to an activator so that the yaw angle could be controlled remotely from the towing vehicle and the test wheel had an angular potentiometer mounted so that the angle could be measured and recorded. Mounted on the test wheel was a balance specially constructed



FIGURE 1. GENERAL VIEW OF TEST APPARATUS



FIGURE 2. TIRES UNDERGOING TEST ON DRY PAVEMENT AT LARGE TOE-IN ANGLE

which measured the forces normal to the wheel plane resulting from this yaw motion (see figure 3). Removable dead weights were employed to vary the test loads. Attached to the rear of the trailer was a "beta-wheel" which measured the yaw angle of the trailer with respect to its forward motion. This yaw angle may have been due to a "crown" on the road surface or high toe in/out angles when the tire cornering forces have "peaked" creating an unstable condition. A watering system, which directed water from the towing vehicle to the front of the test tires allowed testing under either wet or dry road conditions.

To measure braking traction, the trailer was supplied with airactuated brakes. The same balance which measured the normal forces was also capable of measuring wheel torque. From this torque and the measured loaded radius (spindle height), the braking force could easily be calculated. The test operator controlled the brake mounted on the test wheel. For safety, the vehicle driver had a control which applied both brakes. By carefully regulating the air supply, the test operator could gradually slow down the test wheel until it stopped. The other tire remained free to roll and prevented the trailer from yawing excessively. One tachometer, mounted on the free wheel, measured the forward velocity of the trailer; another measured the speed of the braked wheel. A positive displacement pump, attached to the drive line of the vehicle insured a water layer thickness of 0.02 inches, regardless of test speed.

Ten different tires were tested. To avoid commercial identification they have been designated with the letters A though J. Pictures of their tread patterns are shown in Figures 4 to 13. All tires were 9.00-20. Tire I is the current, standard U. S. Army tire design on a bias ply carcass. Tire H also had a bias carcass. All other tires were of radial construction. All radial tires had a 14PR except tire J, which had a 12PR. The two bias ply tires had 8PR. To observe the influence of ply rating, tires G and J had the same tread pattern. (They may look slightly different in the accompanying photographs because the pictures were taken after the tests on tire J were completed, but before those on tire G had started.)

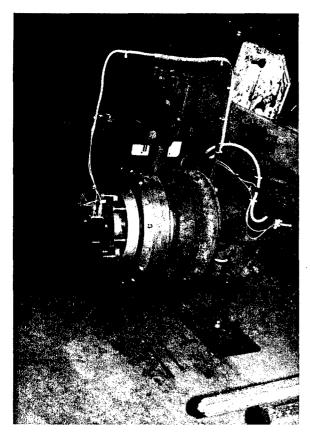


FIGURE 3. TWO-COMPONENT BALANCE

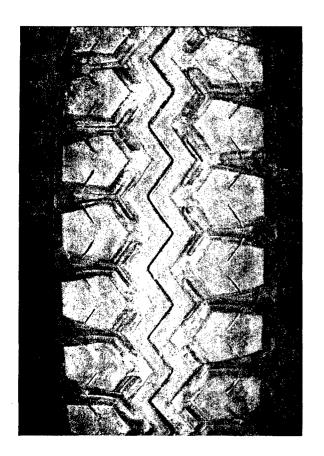


FIGURE 5. TIRE B

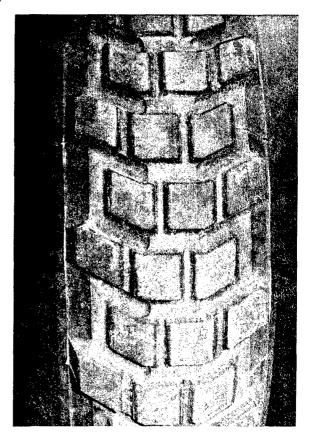


FIGURE 4. TIRE A

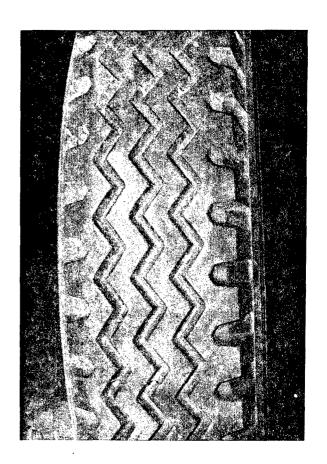


FIGURE 6. TIRE C

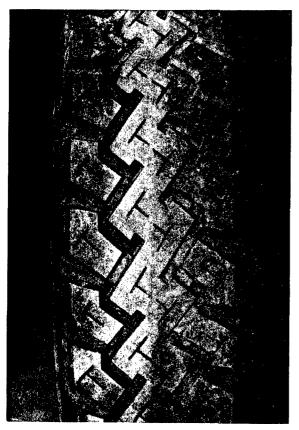


FIGURE 7. TIRE D

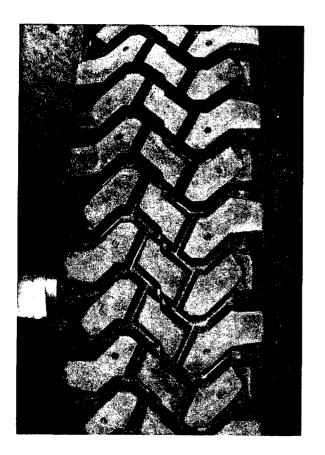


FIGURE 9. TIRE F

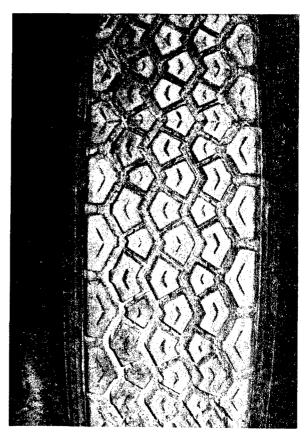


FIGURE 8. TIRE E

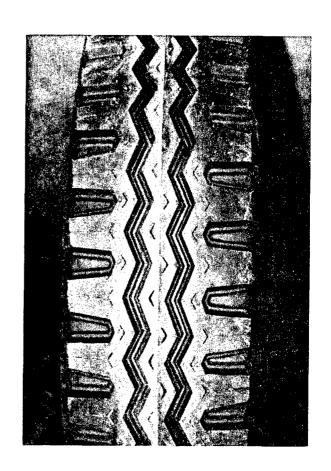


FIGURE 10. TIRE G

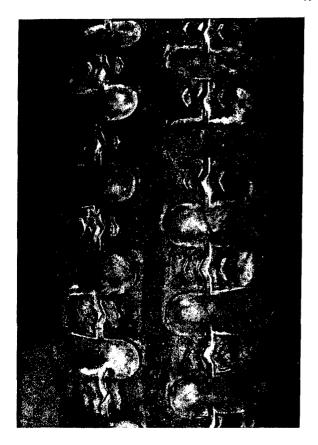


FIGURE 11. TIRE H

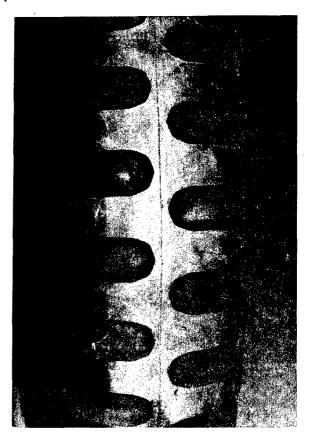


FIGURE 12. TIRE I

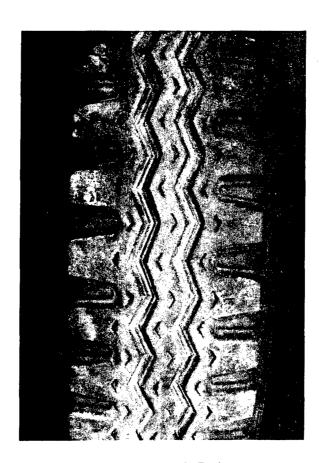


FIGURE 13. TIRE J

All cornering force tests were conducted at 5 mph, at slip angles between plus and minus 10° and at the conditions listed in Table 1.

Table 1
Cornering Force Test Conditions

Load	Inflation Pressures
<u>(1b)</u>	(psi)
3350	50, 35
2168	50, 35, 15
1504	50, 35, 15

Cornering force tests were conducted under both wet and dry road conditions. Attempts to conduct cornering force tests at the highest load (3350 lb) and lowest pressure (15 psi) yielded erratic results due to the heavily overloaded conditions. They were thus abandoned.

The braking force tests were conducted at the conditions listed in Table 2. All braking tests were conducted wet (0.02 inches of water). Additional tests at other speeds were conducted with the Tire H at 50 psi pressure and both 3350 lb and 2168 lb loads to obtain the relationships between speed and skid number for the road and test conditions employed. Since it is difficult to perform the braking tests at exactly the desired test speed it is necessary to obtain a speed/skid number gradient for the test surface. This gradient (Eq. 3) is then used to correct the actual test data to the nominal speed for comparison purposes.

The road used for all tests was resurfaced in 1972; hence it is considered to be in excellent condition, smooth, with little wear and possessing good traction characteristics. It has an ASTM Skid Number of 55.

Table 2
Braking Force Test Conditions

Load	Inflation Pressure	Nominal Speed
<u>(1b)</u>	<u>(psi)</u>	(mph)
3350	50	30
2168	50	30
2168	35	20
2168	15	10
1504	35	20
1504	15	10

TEST RESULTS

Summaries of all test results are presented in Tables 3 to 12. The loaded radius and tire foot print was recorded for each tire and each load inflation condition.

Data Processing

Braking Force was calculated by Equation (1):

$$BF = \frac{T}{LR} \tag{1}$$

where BF = Braking Force

T = Measured torque at full lock-up (100% skid)

LR = The measured loaded radius (spindle height
 above level ground) for the load and inflation
 pressure under study

Skid Number was calculated by Equation (2):

$$SN = \frac{BF}{W - \frac{H}{\ell} BF} \times 100$$
 (2)

where SN = Skid Number

BF = Braking force from Equation (1)

Table 3 Tire A

	-5	(%)	12		0	14			9					0				
Force	Wet _o @10	(16)	1850		1900	1400			1500					1350				
Cornering Force	Dry _o	(1b)	2100		1900	1625	٠		1600					1350				
٥	•	(o/#)	360		375	300			275					250				
ng	B'king Force	(1b)	1702	1891		1085	1422	1310	1222	1274	1259	1185		1533	1494	1	1505	
Peak Braking	Skid	(%)	4.7	7.5		9.4	9.5	0.0	6. 4	9 . 8	6.7	8.7	í	5.3	7.5	ı	7.9	
Pec	Speed	(udm)	28.0	27.0		28.7	28.0	29.3	18.7	19.3	17.0	19.8	1	4.6	9.2	ı	9.5	
	Adj. Skid	No.	39.0	36.1		45.7	45.4	46.7	52.7	9.74	53.7	52.7	56.4 52.6	67.8	72.2	64.9	71.1	72.3
Skid	Skid No.	,	39.7	39.7 Ave.		6.44	46.7	46.7 Ave.	53.6	49.9	57.3	53.6	57.3 Ave.	68,9	73.0	6,49	689	73.0 Ave.
Full S	B'king Force	(1P)	1287	1287		936	974	974	1111	1037	1185		1185	1411	1490	1333	1411	1490
	Speed	(ydm)	29.5	27.3		30.6	29.0	30.0	19.3	18.3	17.3	19.3	19.3	9.2	4.6	10.0	10.1	9.5
ions	Infl. Press.	(psi)	50		35	50			35	•				15				
Conditions	Load	(11)	. 3350			2168	•											

Table 3 (Cont'd) Tire A

	l	(%)	13	12				7			
Force	Weto @10	(1b)	1000	1050				1000			
ornering	Dry _o	(16)	1150	1200				1075			
ن	Coeff. Dryo Weto	(₀ /#)	200.	250				235			
bu	B'king Force	(1b)		1038	1076	1000	1077	951	989	1011	686
k Braki		(%)		6.9]. 0	6.5	12.0	2.4	4.7	% %	1.2
Pea	Speed	(mph)		19.3	19.3	20.3	19.9	10.4	10.5	7.6	10.2
	Adj. Skid	No.		53.3	57.7	55.0	53.2 54.8	66.2	57.8	69.1	63.8 64.2
Skid	Skid No.			56.0	58.6	55.9	53.2 Ave.	9.99	58.2	69.5	63.8 Ave.
	B'king Force	(1P)					99/	948	-		
	Speed B'king Force	(mph)		18.0	19.3	19.3	20.0	7.6	9.7	9.7	10.0
ions	Infl. Press.	(psi)	20	35				15			
Condit	Load Infl. Press.	(19)	1504								

Table 4 Tire B

		.	_∞			o.	œ		4			7		~	~ !	
	` تــ	8				0.	~		7			•		8	12	
Force	Wet _o	(16)	2150			2000	1550		1575			1375		1050	1150	
Cornering Force	Dry _o	(1b)	2325			2200	1700		1650			1400		1275	1300	
1	Coeff.	(₀ /#)	420			277	320		367			267		250	300	
ng	B'king Force	(1b)	2118	1778	1891		1333	1296	1473	1326		1423	1538	•	943 943	1051 979
Peak Braking	Skid	(%)	9.5	4. 8	7.5		8.1	4.0	7.2	5.7		4.8	5.1	•	6.7 5.8	8 8 0 • 8
Pe	Speed	(mph)	28.6	27.3	27.3		28.0	28.0	18.3	17.3		00	ა ა		1.61	19.7
	Adj. Skid	No.	†*	44.2	44.5		47.3	39.7	48°8	47.0	47.6	62.0	55.4 56.5		61.9 59.4	62.3 60.9 61.1
Skid	Skid	•	4,44	46.9	46.9 Ave.		50.0 46.3	37.0 Ave.	51.5	4.0.7.	Ave.	63.7	55.8 Ave.		63.6 60.9	63.6 60.9 Ave.
Full S	B¹king Force	(15)	1434	1510	1510		1039 965	779	1070	1033 1070		1309	1155		907	907 871
	Speed	(mph)	30.0	28.0	28.2		28.0 28.0	32.0	18.0	0 <u>0</u> 0		8.7	7.6		18.7 18.9	19.0
tions	Infl. Press	(psi)	20			35	90		35	•		15		50	35	
Conditions	Load	(11)	3350				2168							1504		

Table 4 (Cont'd) Tire B

Condi	tions		F111 S1	P.:		D	A Brati		٠		, ,	
Load	Infl.	Speed	B'king	Skid	Adj.	Speed	Skid	B'king	Coeff.	Dryo	Weto	1 -5
(11)	(1b) (bsi)	(mph)	(mph) (1b)	• 00	No.	(ydw)	(%)	(mph) (%) (1b)	(41) (41) (0/#)	(1b)	(1p)	(%)
1504	1504 15	10.4		60.5	61.0	10.0	5.0	1053	260	1100	1050	4
		10.0		60.5	60.5	10.2	4 8	1053			\	
		10.0	905	63.2	63.2	10.2	4 8	1053				
		4.6		63.2	62.4		•					
				Ave.	61.8		•					

Table 5 Tire C

		•								
		LŠ	(%)	14	œ	4	σ ₀	0	9	∞
	Force	Weto	(1b)	2100	2100	1575	1600	1400	1200	1200
	Cornering Force	Dry _o	(16)	2425	2300	1650	1650	1400	1275	1300.
		Coeff.	(_o /#)	400	367	366	350	233	200	267
	ng	B'king	(16)	2154 2077 2077		1460 1160 1310	1475 1437 1594 1437	1590		847 1031 1105
	Peak Braking	Skid	(%)	12.8 5.0 4.1		6.8 4.5	5.33.7 5.33.7	3.7		4.2 4.4 10.0
	Pea	Speed	(hdm)	26.0 26.0 26.0		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	18.0 18.7 18.3	10.0		18.7 18.0 18.7
		Adj.	No.	44.1 50.0 47.9		45.8 49.4 47.7 47.6	61.4 57.9 56.2 61.1 59.1	82.1 77.9 86.2 80.3 81.6		54.4 58.3 58.9 58.1
	Skid	Skid	•	47.7 52.7 51.5 Ave.		46.7 48.6 48.6 Ave.	62.3 62.3 58.5 64.2 Ave.	82.5 78.3 86.7 80.4 Ave.		56.3 61.6 58.9 61.6 Ave.
	Full SI	B'king	(16)	1536 1689 1653		973 1011 1011	1283 1283 1207 1320	1670 1590 1750 1630		808 881 844 881
•		Speed	(mph)	27.3 28.0 27.3		29.3 30.6 29.3	19.3 16.7 18.3	0000 7.7.00		18.6 18.3 20.0 18.7
	tions		(psi)	50	35	50	35		50	
	Conditions	Load	(11)	3350		2168	·		1504	

Table 5 (Cont'd) Tire C

Peak Braking	Speed Skid B'king Coeff. Dryo Weto Force @10 @10	(o/#) (q1) (%) (ydm)	9.8 2.5 1032	9.7 3.8 1055	9.9 6.3 1124
Skid	'king Skid Adj. orce No. Skid		1031 72.8 1184 84.4		
	Speed B'king Force	(ydw)	10.0 9.6	, o	0.6
itions	Load Infl. Press.	(isd)	15		
Cond	Load	(1P)	1504		

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1	1						•	
	_{L5}	(%)	7	. 10	17	91		17
Force	Wet _o	(1b)	2250	2200	1600	1400	1450	1100
Cornering	Dry _o	(16)	2300	2450	1850	1725	1550	1325
	Coeff.	(₀ /#)	044	435	355	004	300	267 375
ng	B'king Force	(11)	1703 1831 1778		1191 1117 1080	1368 1400 1326	1573 1494 1533	884 957 994
Peak Braking	Skid	(%)	5.0		9.0	1.7.2	22.7	6.5 9.4 10.7
Pea	Speed	(mph)	28.7 27.7 28.9		29.3 28.7 28.7	19.3	800,	20.3 17.7 18.7
	Adj.	No.	42.5 42.5 43.1 42.7		45.5 44.5 44.5	51.3 60.0 55.4 58.6 56.3	69.9 68.2 74.3 83.7 74.0	60.7 61.6 61.6 58.5 60.6
Skid	Skid	•	43.4 43.4 45.8 Ave.		46.4 42.7 44.5 Ave.	55.3 60.9 57.1 60.9 Ave.	66.9 68.9 73.0 85.4 Ave.	61.6 61.6 61.6 61.6 Ave.
Full S	B'king	(15)	1401 1401 1476		967 893 930	1143 1254 1180 1254	1372 1411 1490 1725	0 0 0 0 88 0 0 88 0 88 0 88 0 0
	Speed	(mph)	280.3		29.3 29.7 30.0	17.0 19.3 18.7	0.00	19.3 20.0 20.0 17.7
ions		(psi)	50	35	90	35	15	35
Conditions	Load	(1P)·	3350		2168			1504

Table 6 (Cont'd) Tire D

Condit	ions		Full St	his		Pe	ak Braki	bu	ٽ	ornerina	Force	
Load	Infl.	Speed	B'king Force	Skid	Adj.	Speed	Skid	B'king	Coeff.	Dryo	Weto	5-
(1b) (bsi)	(bsi)	(wbh)	(q1) (hdm)	2	No. (mph)	(%) · (ydm)	. (%)	(dl) (%) (hqm)	(0/#)	(91) (91)	(91)	(%)
1504	15	10.0	1063	75.2	75.2	10.2	2.5	1065	300	1150	1075	9
		10.0	1063	75.2	75.2	10.2	<u>.</u>	1065			•	
		10.6	1025	72.4	73.2	თ დ	5.0	1065				
		10.0	1063	75.2	75.2		1	1				
				Ave.	74.7	•		•				

Table 7 Tire E

	7.	(%)	3)				₽.	9			7			4			0	9			∞		
Force		(1b) (1b)	2100	2			•	1850	1450		•	1325			1200			1100	1100			950	•	
Cornering	Dryo	(1P) (1P)	. 2250			•		1950	1550			1400			1250			1100	1175			1025	•	
U	Coeff.	(0/#)	007	}				350	350			325			245			250	275			300		
ng	B'king	Force (1b)	1844	1919	1618	. 6161			1333	1370		1332	171	1453	1670	1511	1591		753	715	0/6	1017	821 1095	
Peak Braking	Skid	(%)	, <u>r</u> ,	10.0	7.6	7.0			10.0	7.5		6.5	ر د.	18.5	7.2	3.7	6.2		3.4		0	5.1	- E	
Pe	Speed	(moh)	. 26.6	27.3	26.0	28.6	,		29.6	26.7		17.5	ر./ ر.ز	0.8	8	10.1	10.1		19.3	<u> </u>	<u>•</u>	8.7	ω 0 0 0	
	Adj.	No.	42.5	39.2	43.3	45.8	1.74		8.64	1.2	9°#	1.64	46.5	50.5 48.7	72.1	70.2	65.7 69.3		0.44	45.4	47.7	65.4	63.7 64.1	4.49
Skid	Skid	• 0 2	6.74	45.5	44.2	46.7	U V		49.8	47.4	Ave.	51.0	0./+	51.0 Ave.	71.8	8.69	65.7 Ave.	•	46.7	46.7	40./ Ave.	65.8	65.8 65.8	Ave.
Full S	B'king	rorce (1b)	1541	1466	1428	1505			1035	0 8 0 8 0 8 0 8		1058	785.	1058	1467	1428	1348		675	675	6/0	938	60 80 80 80 80 80 80 80 80 80 80 80 80 80	
	Speed	(mph)	•	25.3	•	•			0	29.3		18.6	٠	• .	10.2	10.3	10°0		•	9.0	•	•	9 × ×	
Conditions	Infl.	ress. (psi)	. 20			•		35	50			35			15			50	35			15		
Condi	Load	(11)	3350	.					2168					٠				1504				*	•	

Table 8 Tire F

	<mark>بر</mark>	(%)	0		0	2		7		4				4			
Force	Weto	-			1850	1550		1400		1150			1175	1150			
ornering	Dryo Weto	(91)	2075		1825	1625		1475	· ·	1200			1175	1200			
0	Coeff.	(0/#)	325	•	267	325		300		192			275	250			
bu	B'king Force	(16)	1693	1844		1222	1148 1311	1210	1324 1362	1496	1378 1338			888	925	277	
k Braki	ed Skid B	. (%)	5.0	1.0		4.4	13.0 9.5	۳. د.	4 K W 2.	0.1.	3.6	ı		4.3	9.0	5.0	
. Pea	Speed	(mph)	28.0	78. 78. 78.		30.3	29.3 28.0	20.1	18.3 7.	9.1	10.7	1		18.7	20.0	20.0	
	Adj.	No.	39.6	39.6		38.8	39.8 47.1 41.9	9.95	56.2 55.7 56.2	71.3	66.8 65.0	71.3 68.6	,	60.2	58.1	59.4	77.4
kid	Skid	•	40.5	40.5 40.5 Ave.		38.8	40.7 46.2 Ave.	58.5	58.5 56.6 Ave.	73.3	67.2 65.0	71.3 Ave.		62.1	59.4	62.1) V
	B'king Force	(1b)	1313	13.13		816	853 963	1209	1209	1496	1378	1457		887	850	887	-
	Speed	(mph)	•	29.3	•	30.0	29.3	9.81	8 61 	8,5	9.7	10.0		18.6	0.61	18.0	
tions	Infl. Press	(psi)	50		35	20		35		15			50	35			
Conditions	Load	(11)	3350			2168		,			•		1504				

Table 8 (Cont'd) Tire F

Condi	tions		Full S	k:d		Pe	ak Braki	מ	ٽ	ornerina	Force	
oad	Infl.	Speed	B'king	Skid	Adj.	Speed	Skid	B'king	Coeff.	Dryo	Weto	L5
1b)	lb) (psi)	(mph)	(mph) (1b)	• 0 2	NO. SKIG	(mph)	(%)	(mph) (%) (1b)	(0/#)	(41) (41)	(9L)	(%)
1504	15	4.6	287	69.5	68.7		ı	ı	200	975	950	2
		4.6	1063	75.2	74.4	1	ı					
		9.5	1025	72.4	71.7	۳. و	9 . 8	1103				
		9.2	1101	78.1	77.0	ı	ı	ı				
				Ave.	73.0							

Table 9 Tire G

	L5 (%)	_			4		
a Force	. Dry Wet @10° @10° (1b) (1b)	2420			2130	·	
ornerin	Dry @10 ^o (1b)	2440			2210		
	Coeff. (#/0)	398			368		
Peak Braking	Speed Skid B'king Force (mph) (%) (1b)	None Recorded					
	Adj. Skid No.	56 59 57.5	59 68.5 64 63.8	66 68 64.5 66.5	48 47 47.5	60 63.5 58 61.5 60.8	70.5 69 67.5 73 70
ر د	Skid No.	56 59 Ave.	59 68.5 64 Ave.	66 68 64.5 67.5 Ave.	48 47 Ave.	60 63.5 58 61.5 Ave.	70.5 69 67.5 73 Ave.
F., 11 C	101	1753	1838 2107 1979	2036 2086 1994 2079	1518 1482	1865 1966 1807 1908	2168 2132 2082 2241
	Speed (mph)	30	20	01	30	20	0
(((Infl. Press. (psi)	. 20			35		
	Load (1b)	3350					•

Table 9 (Cont'd) Tire G

	L5 (%)	- .			-		
Force	Wet @100 (1b)	1670			1680		
Cornering Force	Dry @10° (1b)	1690			1690		
ပိ	Coeff. (#/º)	288			310		
Peak Braking	Speed Skid B'king Force (mph) (%) (1b)	None Recorded					
	Adj. Skid No.	54.5 57.3 53.0 55.0	60 63 63 62.0	73.5 71.5 73.5 72.8	55.5 54.5 54.5 54.8	58 57 61 58.7	70.5 70.5 78 74 73.2
Skid	Skid No.	54.5 57.5 53.0 Ave.	60 63 63 Ave.	73.5 71.5 73.5 Ave.	55.5 54.5 54.5 Ave.	58 57 61 Ave.	70.5 70.5 78 74 Ave.
Full S	101	1107 1162 1072	1211 1259 1266	1453 1418 1453	1119	1174 1153 1223	1398 1398 1524 1468
	Speed (mph)	30	20	10	30	20	01
Suci	Infl. Press. (psi)	50			35		
Conditions	Load (1b)	2 168	·				

Table 9 (Cont'd)

L5	(%)			•	9		
Force Wet @100	(11)	1470			1260		
Cornering Force Dry Wet @100 @100	(11)	1490			1350		
	(₀ /#)	257			267		
Peak Braking Speed Skid B'king Force	(q1) (%) (ydm)	None Recorded					
Adj.	8 °	62 62 65 61.5 62.6	63.5 65.5 65.0	75 84 84 81.0	56 53 54 54.5	0° 49 64° 0	81.5 87.5 83 84.0
Skid J Skid	•	62 62 65 61.5 Ave.	63.5 65.5 66.5 Ave.	75 84 84 Ave.	56 53 54 Ave.	64 64 Ave.	81.5 87.5 83 Ave.
Full SI B'king	(1b)	1221 1221 1294 1236	1272 1309 1323	1483 1636 1636	773 745 756	488 488	1105 1174 1118
Speed	(hdm)	30	20	01	30	20	01
tions Infl.	Press. (psi)	15			35		
Conditions Load Infl.	(19)	2168			1504		

Table 9 (Cont'd) Tire G

	L 5	(%)	0		
Force	Wet @100	(1b)	1210		
ornering	Dry @100	(119)	1210		
ŭ	Coeff.	(91) (91) (0/#)	248		
		(91)			
Brakin	Speed Skid B'king	(%)	None Recorded		
Peak	Speed	(%) (ydm)			
	Adj.	(1b) No. (m)	61.5 61.5 65.5 64.5	64 78 67 69.7	84
þ! Y	Skid	2	61.5 61.5 65.5 Ave.	64 78 67 Ave.	84 81.5 81
Fu11 S	B'king	(11)	852 852 902	888 1065 923	1136 1108 1101
	Speed	(hdm)	30 852 852 902	20	10
ions	Infl.	(1b) (psi)	15		
Condit	Load	(11)	1504		

Table 10 Tire H

	L ₅	(%)	4								,	σ	12.												œ			
Force	Wet _o	(11)	2200								1	2050	1500												1550			
Cornering	Dry _o	(16)	2300								1	2250	1700												1700			
ن	Coeff.	(0/#)	340								,	350	285												340			
ng	B'king Force	(16)	1768	1	1																				1333	1444	ı	1
Peak Braking	Skid	(%)	9.75	1	1																				7.2	6.7.	ı	1
Pea	Speed	(Hdm)	. 28.0	ı	•																				18.3	19.7	ı	•
	Adj.	No.	38.9	39.5	37.8					38.7	•		45.1	33.2	37.4						-			38.6	55.9	0.09	54.1	63.2 58.3
Skid	Skid	•	39.8	37.4	39.8	62.5	55.2	4.79	4.79	Ave	•		38.4	27.7	36.6		41.0	48.2	51.2	51.2	26.7	58.6	64.2	Ave.	57.2	59.1	59.1	64.9 Ave.
Full St	B'king	(1b)	1289	1215	1289	1989	1768	2136	2136	14/3			908	586	770	858	858	1004	1063	1063	1173	1209	1319		1183	1220	1220	1333
	Speed	(ydw)							×.7				Ŋ	4	0	4	S	21.4	σ	/	15.7	16.4	11.2		•	•	16.7	•
ions		(psi)	50		•							35	50												35			
Conditions	Load	(11)	3350										2168															

Table 10(Cont'd) Tire H

Cornerina Force	Weto L5	(1b) (%)	1500))				1100 12					1175 4			
Sorneri	Dryo	(1b)	1800	•			1225	1250					1225			
J	Coeff.	(0/#)	250	,			215	225					225			
ing	B'king	Force (1b)	` '	1538	1			206	1	ı	ı		1043	ı	1	
ak Brak	seed Skid B	. (%)	ı	7.3				7.0	1	1	t		7.6	1	1	
Peš	Speed		. •	10.2	ı	٠		19.0	ı	ı	1		9.7	ı	•	
	Adj.	Skid No.	71.6	71.9	70.9	71.5		54.3	59.5	54.2	56.5	56.1	73.7	80.3	74.0	•
Skid	Skid	02	71.6	71.6	71.6	71.6 Ave.		55.5	8.09	55.5	58.1	Ave.	73.7	79.4	73.7	
Full Sk	B'king	rorce (1b)	1463	1463	1463	1463		797	698	797	833		1043	1118	1043	
,	Speed	(mph)	10.0	10.2	9.5	6.6		19.1	0.61	19.0	19.0		10.0	10.7	10.2	! • • •
tions	Load Infl.	ress. (psi)	15				20	35					. 51			
Condi	Load	(11)	2168				1504									

Table II

	· L 5	-			4		
Force	Wet @100 (1b)	2210			1980		
Cornering Force	0ry @10° (1b)	2220			2120		
ວິ	Coeff. (#/0)	348			297		
91	B'king Force (1b)	pel					
Peak Braking	Skid (%)	ш.,					
Peak	Speed (mah)	None					
	Adj. Skid No.	53.8 49.2 49.8 50.9	60.3 57.3 58.9	73.0 71.3 71.3 71.9	52.0 54.9 53.4	62.5 63.3 58.6 61.5	71.9 71.9 72.9 72.2
Skid	Skid No.	53.8 49.2 49.8 Ave.	60.3 57.3 59.2 Ave.	73.0 71.3 71.3 Ave.	52.0 54.9 Ave.	62.5 63.3 58.6 Ave.	71.9 71.9 72.9 Ave.
Full St	B'king Force (1b)	1729 1588 1609	1927 1835 1892	2315 2259 2259	1672	1994 2018 1874	2278 2278 2307
- - -	Speed (mph)	30	20	0	30	20	10
	Infl. Press.	20			35		
Conditions	_oad	350					

Table || (Cont'd) Tire |

	L5 (%)	7			4		
Force	Wet @100 (1b)	1760			1700		
Corpering Force	0ry @10° (1b)	1800			1780		
	Coeff. (#/º)	3 08			275		
Door New Jeon	Speed Skid B'king Force (mph) (%) (1b)	None Recorded					
	Adj. Skid No.	49.8 48.5 44.6 47.6	55.7 58.3 62.2 58.7	69.5 66.8 64.5 68.9	53.2 48.4 50.8	57.4 55.9 59.0 57.4	72.2 74.6 73.4
Full Skid	Skid No.	49.8 48.5 44.6 Ave.	55.7 58.3 62.2 Ave.	69.5 66.8 64.5 74.8 Ave.	53.2 48.4 Ave.	57.4 55.8 59.0 Ave.	72.2 74.6 Ave.
	101	1038 1012 934	1157 1207 1285	1427 1375 1329 153 J	1106	1190 1159 1222	1480 1527
	Speed (mph)	30	20	01	30	20	10
	Load Infl. Press. (1b) (psi)	50			. 35		
	Load (1b)	2168					

Table II (Cont'd)

	L5 (%)	<u> </u>			~		
	# Force Wet @100 (1b)	1430			1270		
	Orner In Dry @10° (1b)	1440			1360		
	Coeff. (#/0)	061			253		
	Speed Skid B'king Force (mph) (%) (1b)	one Recorded					
	Adj. Skid	53.9 54.6 60.2 57.2	63.0 62.3 62.7	70.1 68.7 72.3 74.8 71.5	55.1 52.2 50.1 52.5	59.1 59.6 60.1 60.2	64.6 69.7 71.7 70.6 69.2
Full Skid	Skid No.	53.9 54.6 60.2 Ave.	63.0 62.3 Ave.	70.1 68.7 72.3 74.8 Ave.	55.1 52.2 50.1 Ave.	59.1 59.6 60.1 62.1 Ave.	64.6 69.7 71.7 70.6 Ave.
	1 ()	1121 1135 1245 1245	1301 1287	1439 1411 1481 1530	792 751 723	846 853 860 887	921 990 1017 1003
	Speed (mph)	30	20	01	30	20	01
tions	Infl. Press.	15			35		
;	Conditions Load Infl. Press (15)	2168			1504		

Table II (Cont'd) Tire I

	L5 (%)	, o					
Force	Wet @100 (1b)	1150					
Cornering Force	0ry @10° (1b)	1270					
J	Coeff. (#/o)	222					
Бі	B'king Force	pə					
Peak Braking	Skid (%)	None Recorded					
Peak	Speed (mph)	None	•				
	Adj. Skid	50.00 50.00 50.00 50.00	59.3	63.7 63.7 59.3	73.2 65.0	72.1	80.7 80.7
þi	Skid No.	00000 00000 0000	Ave.	63.7 63.7 59.3	73.2 Ave.	72.1	80.7 80.7 Ave
Full St	B'king Force	30 849 59.3 845 59.0 845 59.0 852 59.5	20	909 909 449	1037	1023 1065	1137
	Speed	30		20		10	
tions	oad Infl.	(led)					
Condi	beo	504					

Table 12 Tire J

	L ₅	(%)	0	0	0	0	0	0	4
Force	Weto	(1P)	2325	2200	1650	1600	1400	1250	1250
Cornering Force	Dry _o	(16)	2325	2200	1650	1600	1400	1250	1300
O	Coeff.	(_o /#)	760	450	350	320	267	245	243
ng	B'king Force	(16)	1909 2059 2246		1495 1422 1458	1355 1526	- 1808 1691 1808		1259 1185 1222
Peak Braking	Skid	. (%)	2.5 7.0 7.5		4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4	2.8	7.8 5.4 8.2		4.0.4
Pea	Speed	(mph)	26.7 28.7 26.7		29.0 30.0 29.3	18.7	99.0		18.7 18.8 20.3
	Adj. Skid	No.	48.8 44.2 45.0 46.0		42.7 44.5 42.7 43.3	63.8 63.0 61.4 62.7	82.8 85.5 81.4 84.8 83.6		63.9 71.1 70.2 68.4 68.4
Skid	Skid	•	48.8 48.8 51.3 Ave.		43.6 45.4 43.6 Ave.	65.1 65.1 61.4 Ave.	83.5 85.5 81.4 85.5 Ave.		64.8 73.0 73.0 70.3 Ave.
Full Sk	B¹king Force	(1P)	1570 1570 1647		911 947 911	1338 1338 1264	1688 1727 1649 1727		923 1034 1034 997
	Speed	(mph)	30.0 26.6 25.3		29.3 29.3	19.0 18.6 20.0	9.5 10.0 9.6		25 28 28 28 29 28 29 29
tions	Infl. Press.	(psi)	50	35	50	35	15	50	35
Conditions	Load	(11)	3350		2168	• .		1504	

Tire 12 (Cont'd) Tire J

	ļ	(%)	9			
Force	Wet _o	(qL)	1075	,		
ornerino	Dry _o	(16)	1150			
<u>റ്</u>	Coeff. Dryo Weto	(_o /#)	300			
	Speed Skid B'king				1	
k Braki	Skid	(%)	5.1	7. 4	1	
Pea	Speed	(ydw)	9.7	9.5	ı	
	Adj. Skid	No.	83.7	87.8	85.5	85.6
Þi	Skid	•	84.8	87.8	8,48	Ave.
Full Sk	Speed B'king Skid Adj. Force No. Skid	(91)	1189	1228	1189	٠
	Speed	(wdw)	9.2	10.0	10.5	
tions	Load Infl. Press.	(isd)	15			
Condi	Load	(11)	1504			

W = Tire Load

H = Trailer Hitch Height

 ℓ = Distance from trailer axle to center of hitch

The Adjusted Skid Number was calculated by Equation (3)

$$ASN = SN - 1.34 (V_n - V_a)$$
 (3)

where ASN = Adjusted Skid Number

 V_n = The Nominal Test Speed (see Table 2)

SN = The calculated Skid Number from Equation (2)

 V_a = The measured test speed in mph

1.34 = The correction factor obtained from the additional Tire H tire tests (see above)

The peak braking force was obtained from the torque trace prior to full lock-up. Since this condition is highly unstable, it is not obtained for all test conditions. The skid conditions for this peak force, calculated by Equation (4), was also recorded

$$S = \frac{V_a - V_b}{V_a} \tag{4}$$

where S = Skid (expressed in per cent)

 $V_a =$ The measured test speed

 $V_{\rm b}$ = The measured speed of the braked wheel

All cornering force measurements were plotted against slip angle (see Appendix). The slope of this curve at zero slip angle, zero camber and zero cornering force is called the "cornering coefficient." The cornering forces measured at plus and minus 10°, where the curve has usually reached its peak, were averaged and used as the performance indicator.

^{*}For tires I and G no attempt at all was made to obtain this peak.

The loss in cornering force due to the wet condition at 5 mph was calculated by Equation (5) and is expressed in the tables as per cent.

$$L_5 = 1 - \frac{WCF}{DCF} \tag{5}$$

where L₅ = The loss in cornering force due to wetness at 5 mph (expressed in per cent)

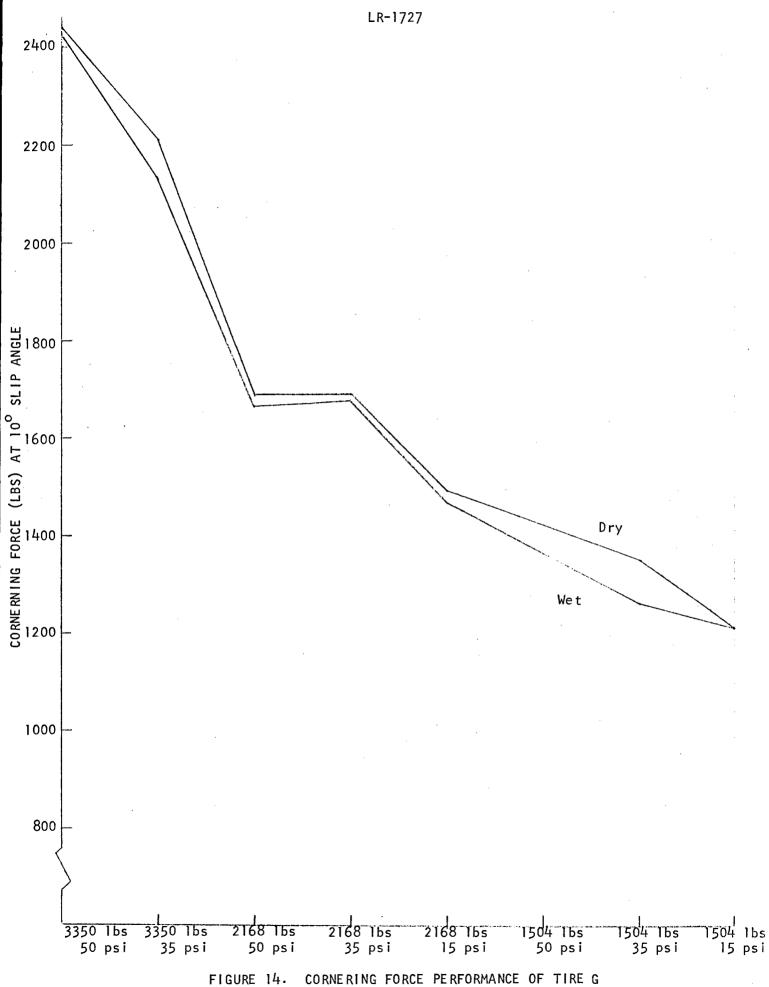
WCF = The averaged measured cornering force at 10° slip angle under wet conditions

DCF = The average measured cornering force at 10° slip angle under dry conditions

It must be noted that these tests are highly dependent on road surface and water film thickness. It is generally accepted that cornering force does not vary with speed in the dry but that speed is significant in the wet. Thus greater differences than those shown in these tables would be exhibited as the forward speed increases.

To compare performance, the cornering force at 10° (Figures 14 to 23) and the Adjusted Skid Numbers (Figures 24 to 33) for each tire were plotted for each condition tested. Straight lines were then drawn between the plotted points as a visual aid for comparison. The figures are presented in descending order of overall performance in the opinion of the authors. (For example, the tire plotted in Figure 14 is deemed superior in cornering characteristics to that in Figure 15; likewise, that in Figure 24 is superior in braking to that in Figure 25). Performance at high load was weighted over that at low load, at high speed over that at low speed; and under wet conditions over that under dry.

From these figures, it appears that the top four tires are Tires G, J, C and D. Tire F appears to be the worst; while the others are somewhere in the middle, some performing better in braking and others better in cornering. Of interest, Tire I, the standard Army NDCC tread performs about equally to Tire H, the NDCC tread with a few added grooves. Likewise, Tires G and J, with the same tread pattern, but different carcasses performed about equally.



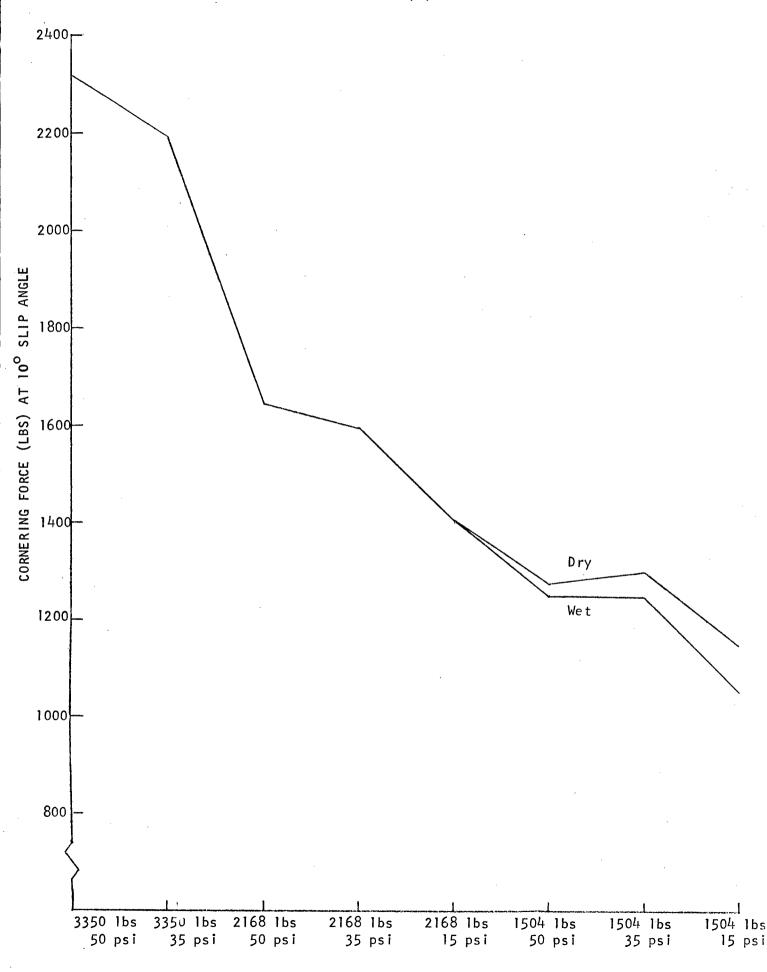
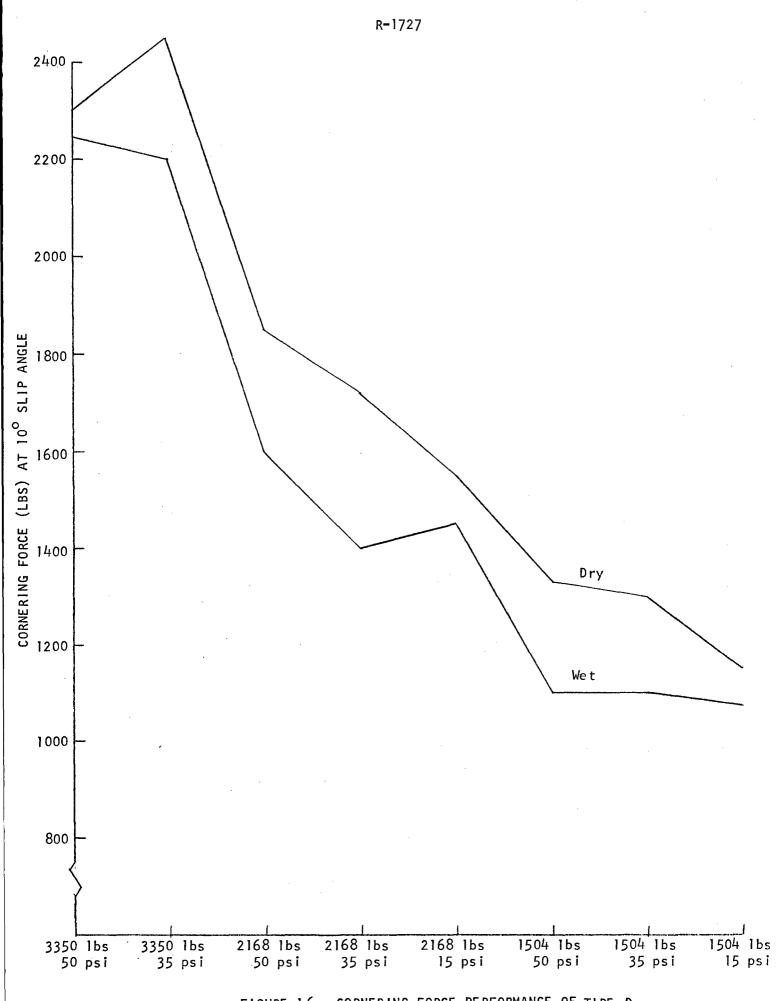


FIGURE 15. CORNERING FORCE PERFORMANCE OF TIRE J



CORNERING FORCE PERFORMANCE OF TIRE D FIGURE 16. .36

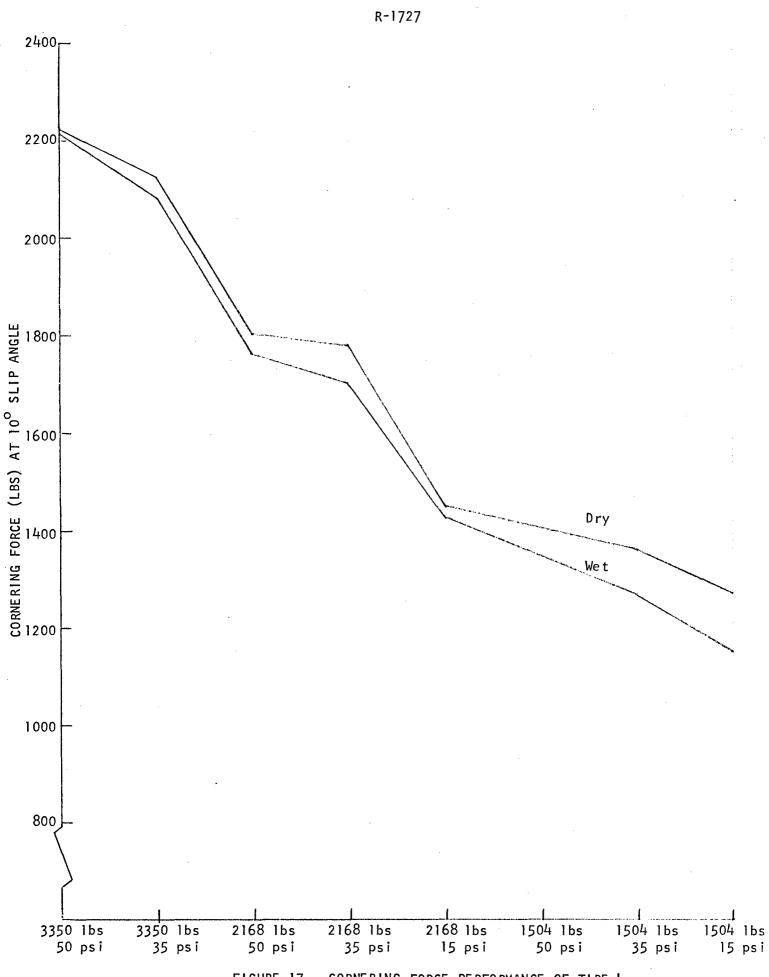


FIGURE 17. CORNERING FORCE PERFORMANCE OF TIRE !

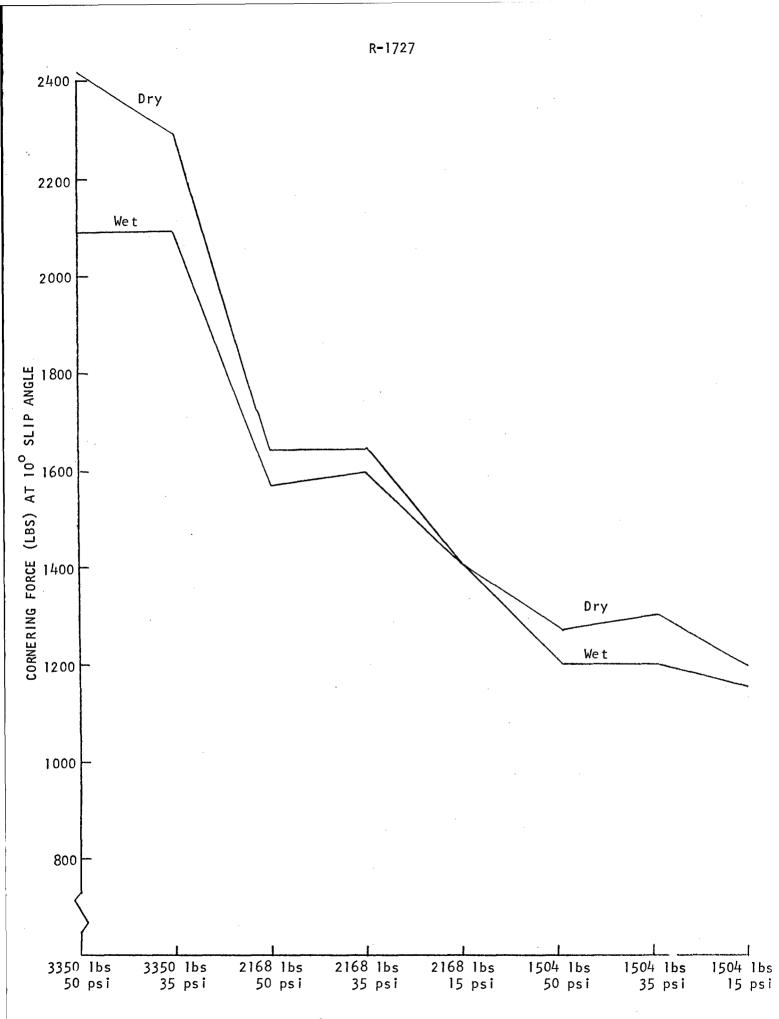


FIGURE 18. CORNERING FORCE PERFORMANCE OF TIRE C 38

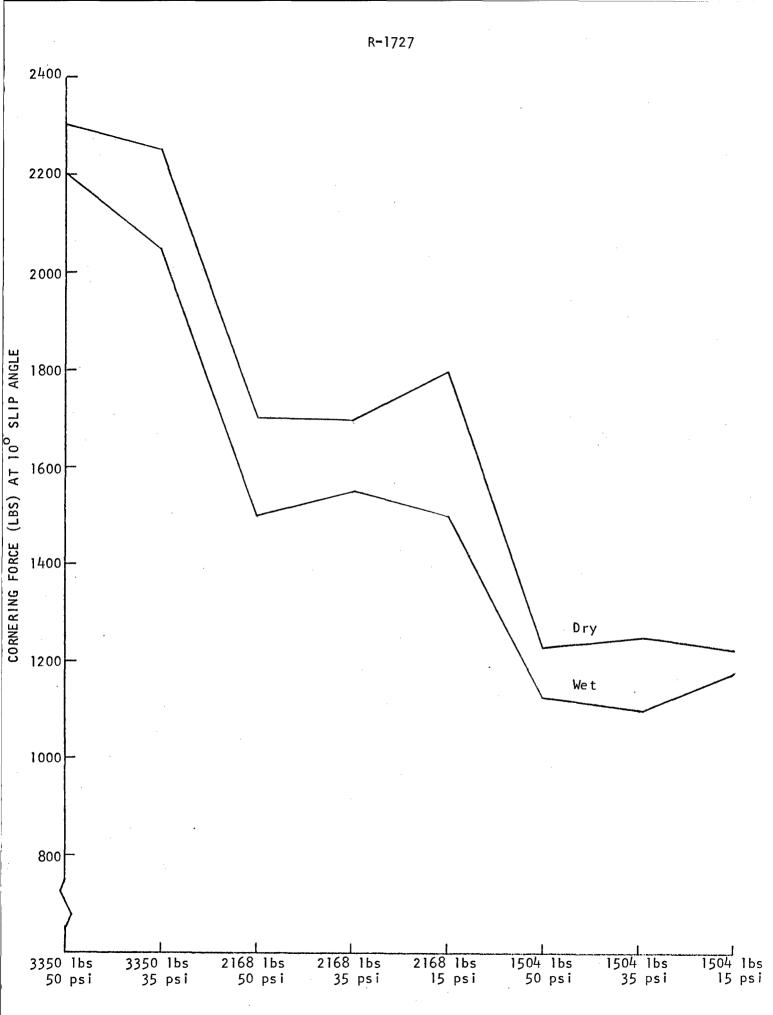


FIGURE 19. CORNERING FORCE PERFORMANCE OF TIRE H



FIGURE 20. CORNERING FORCE PERFORMANCE OF TIRE B

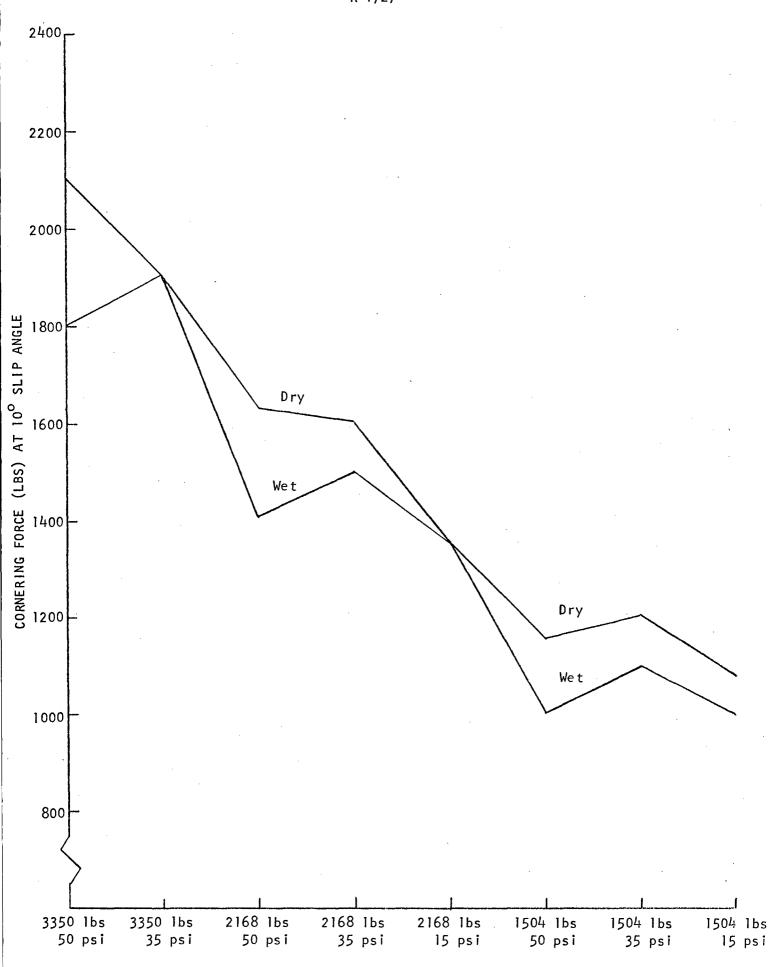


FIGURE 21. CORNERING FORCE PERFORMANCE OF TIRE A

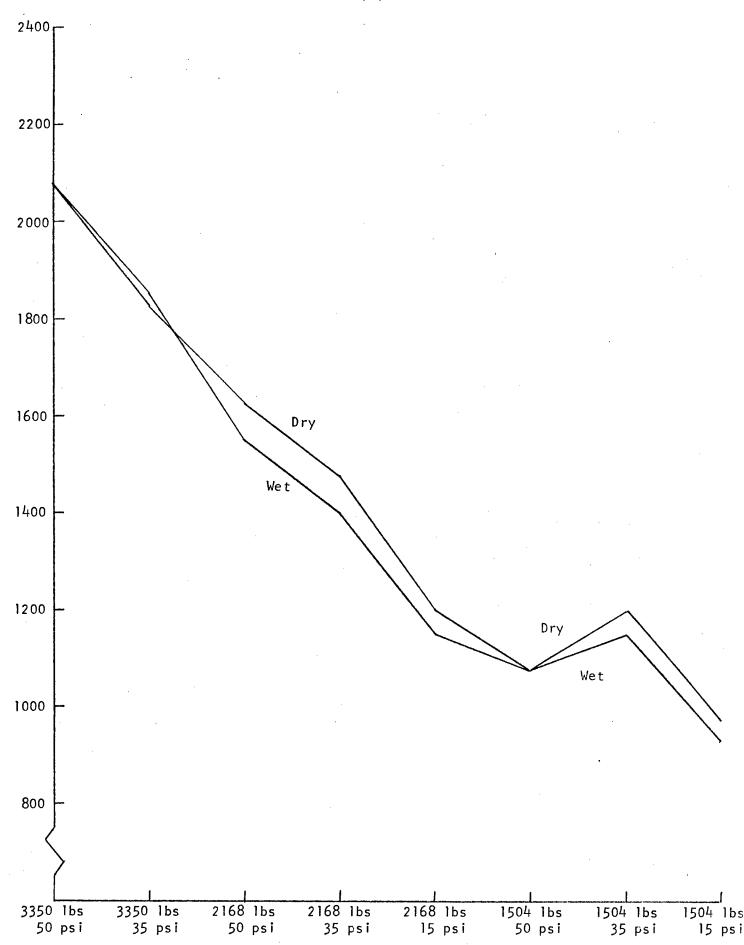


FIGURE 22. CORNERING FORCE PERFORMANCE OF TIRE F

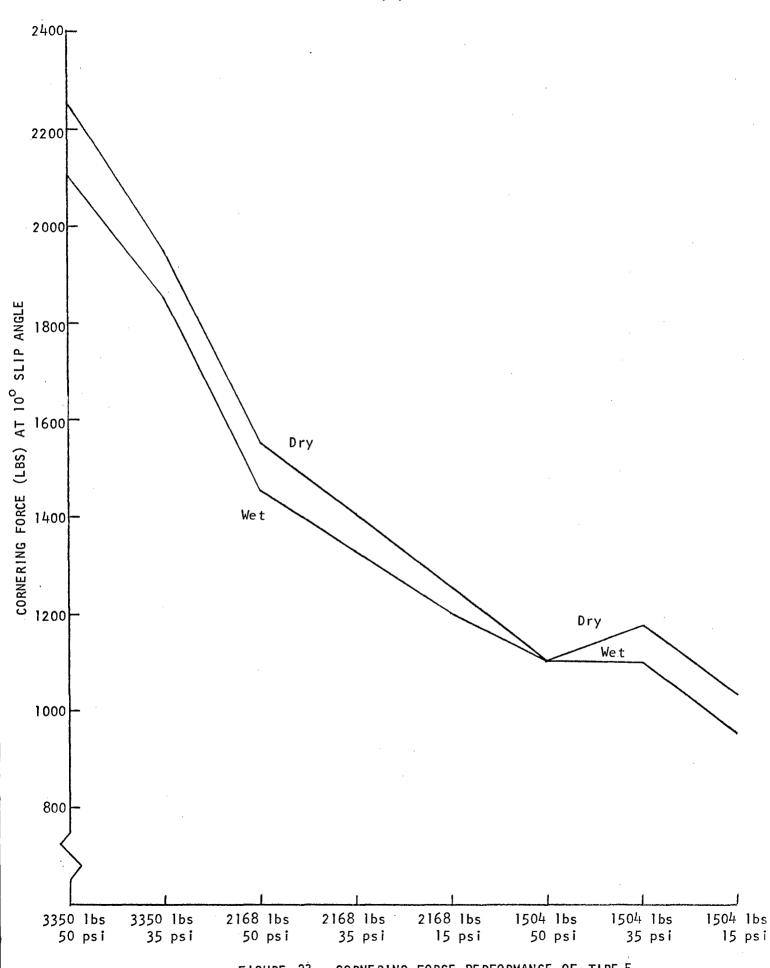
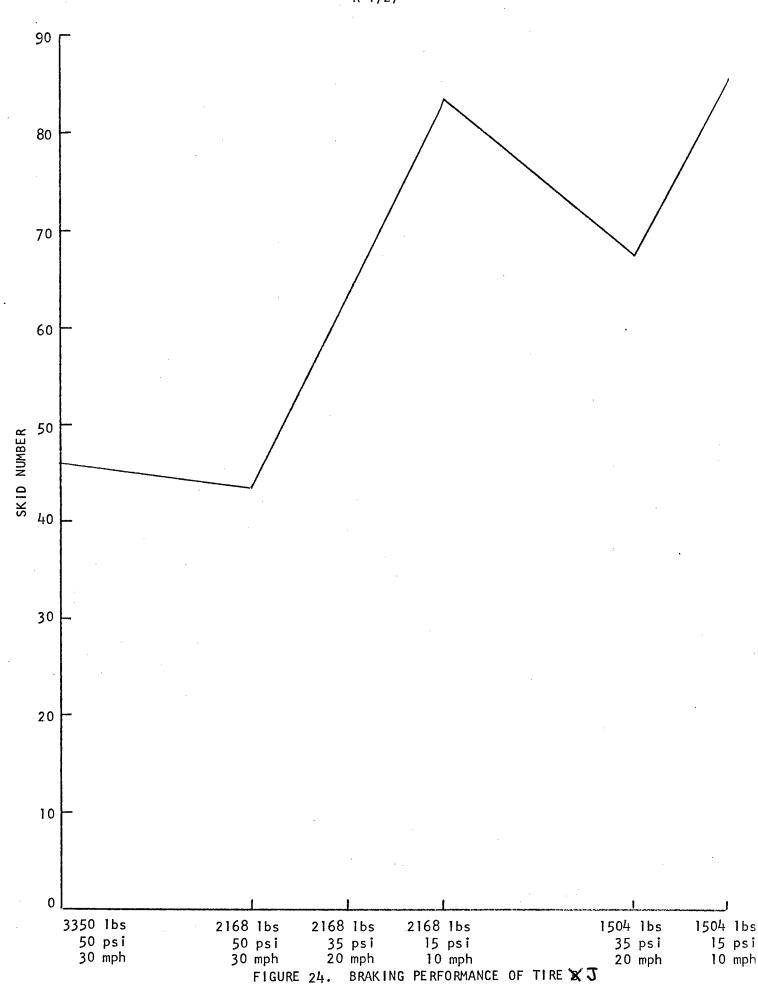


FIGURE 23. CORNERING FORCE PERFORMANCE OF TIRE E

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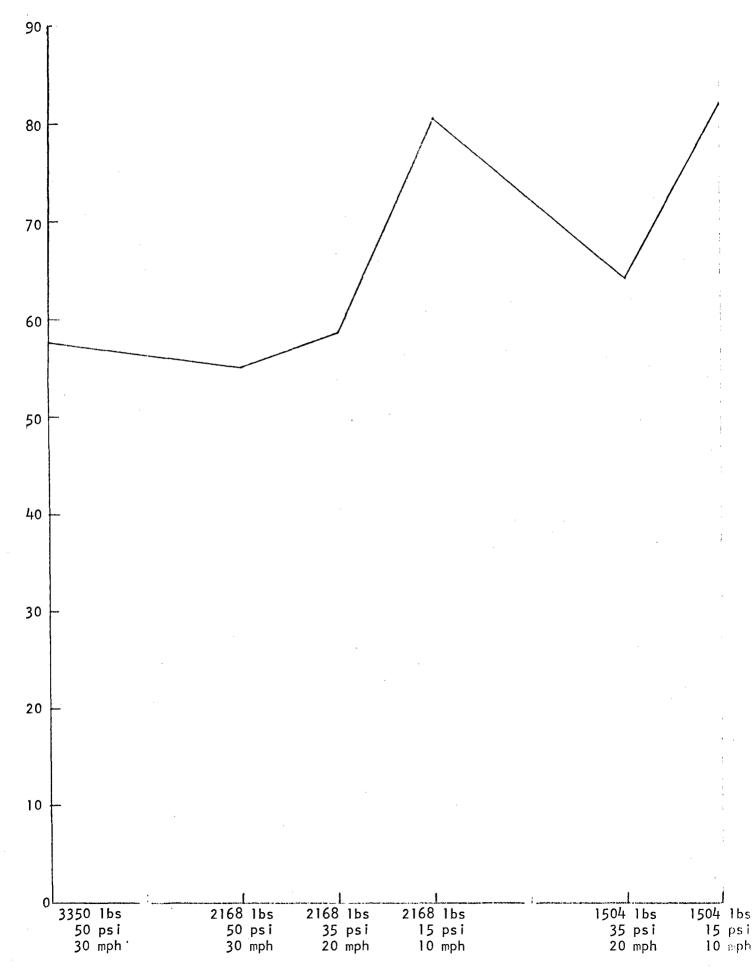
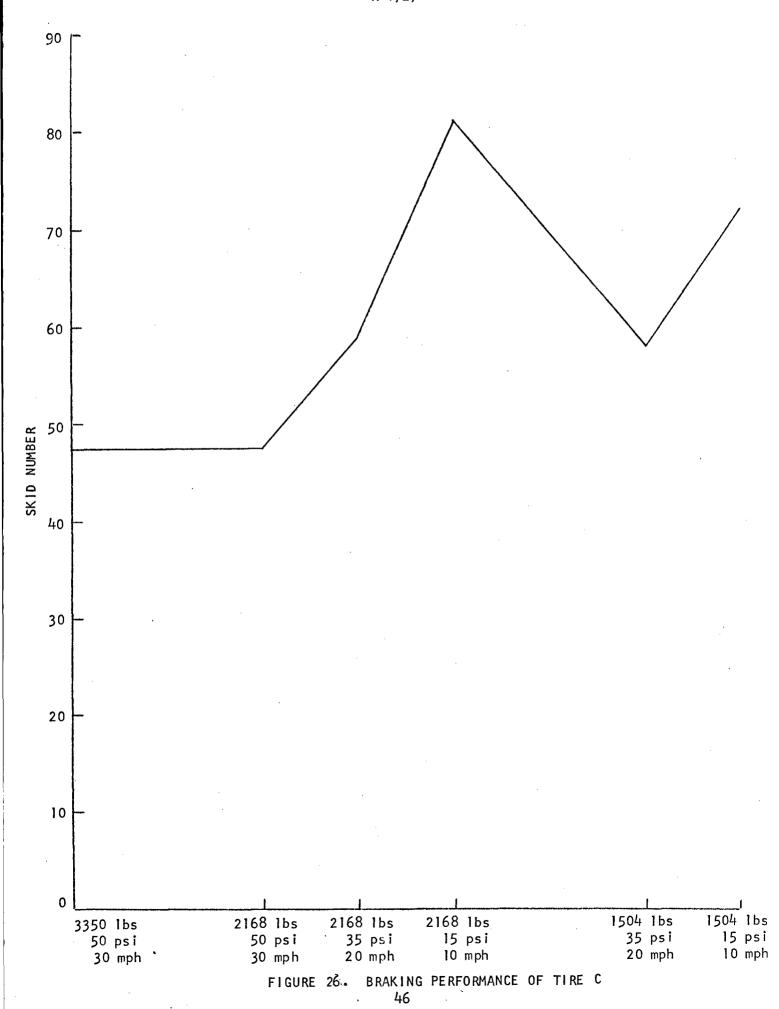
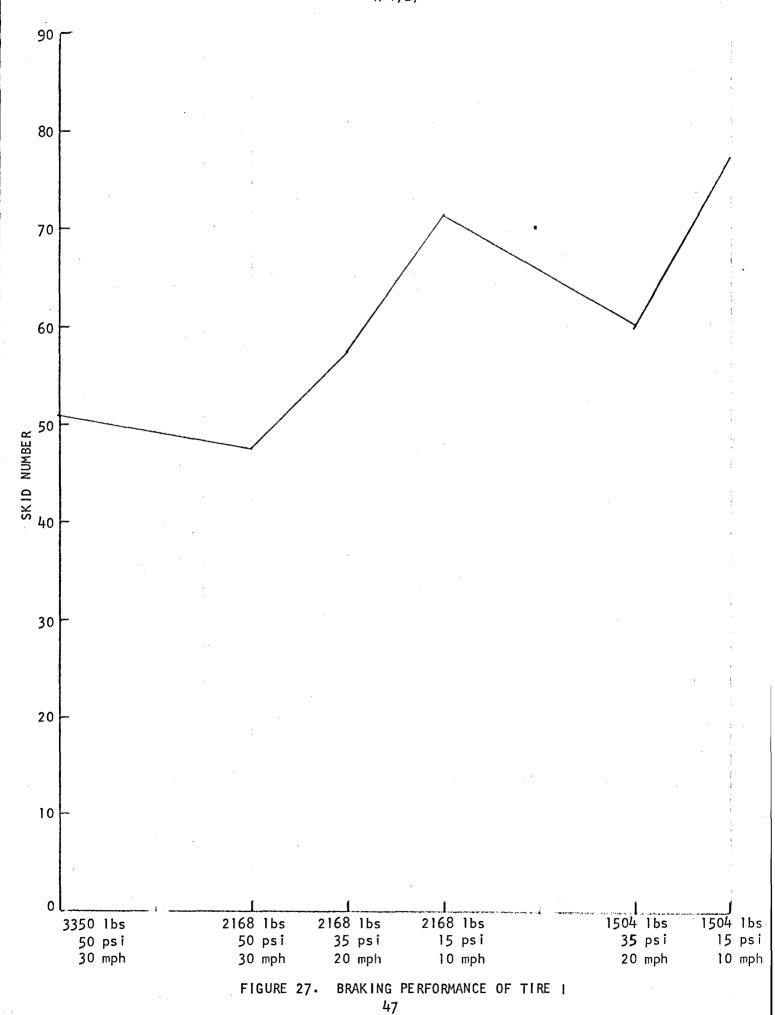
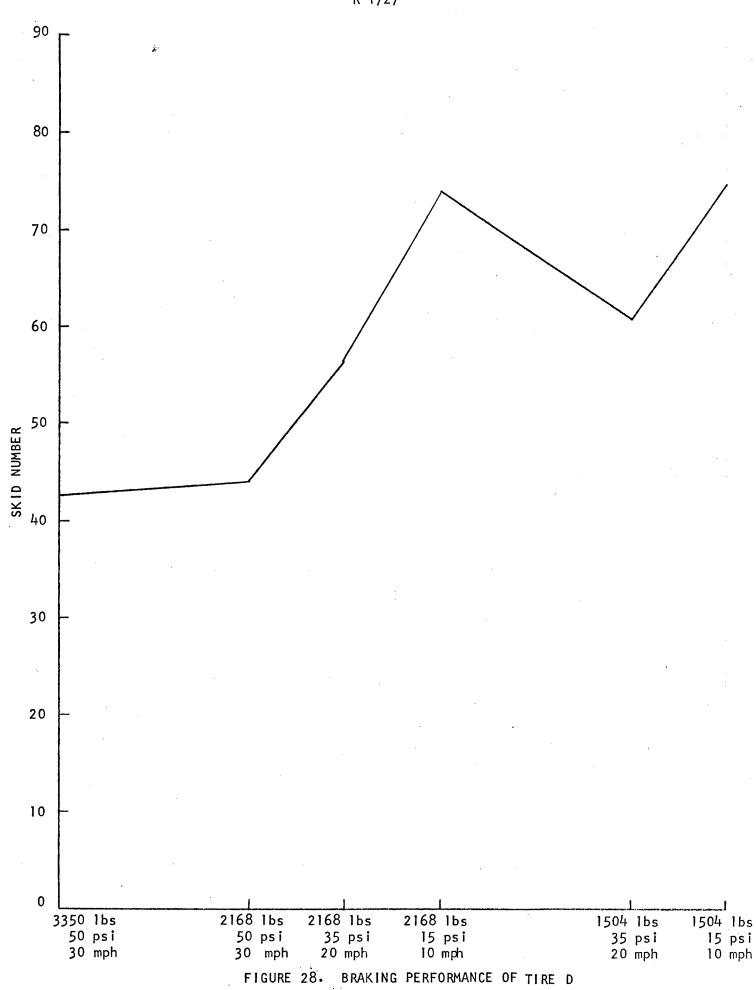
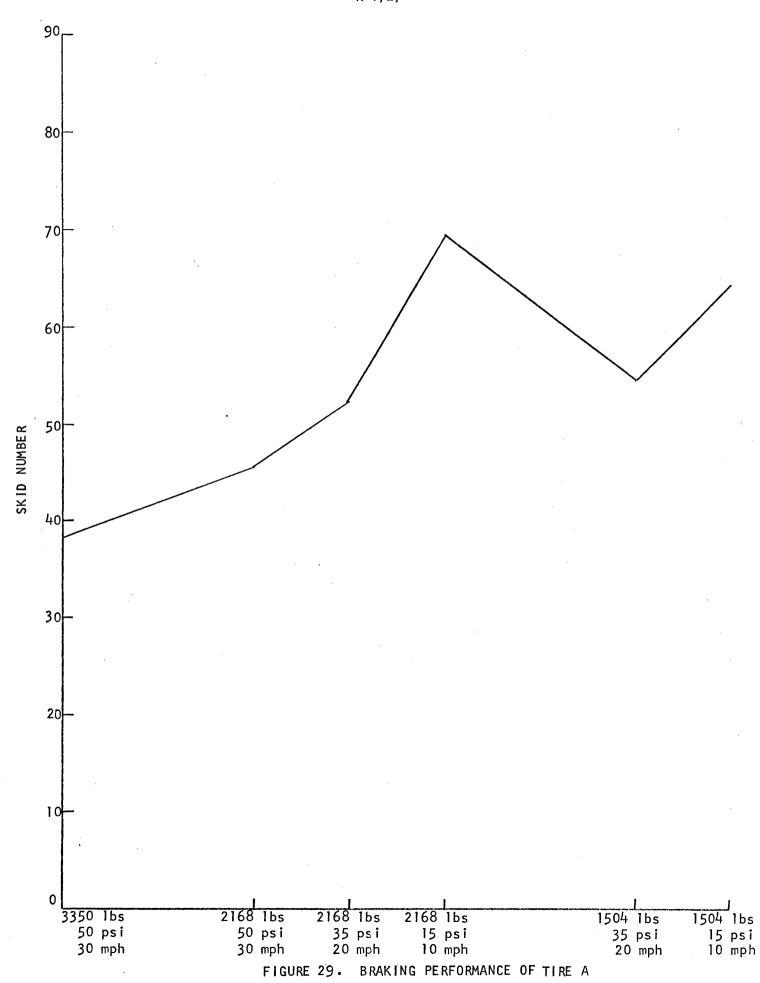


FIGURE 25. BRAKING PERFORMANCE OF TIRE G









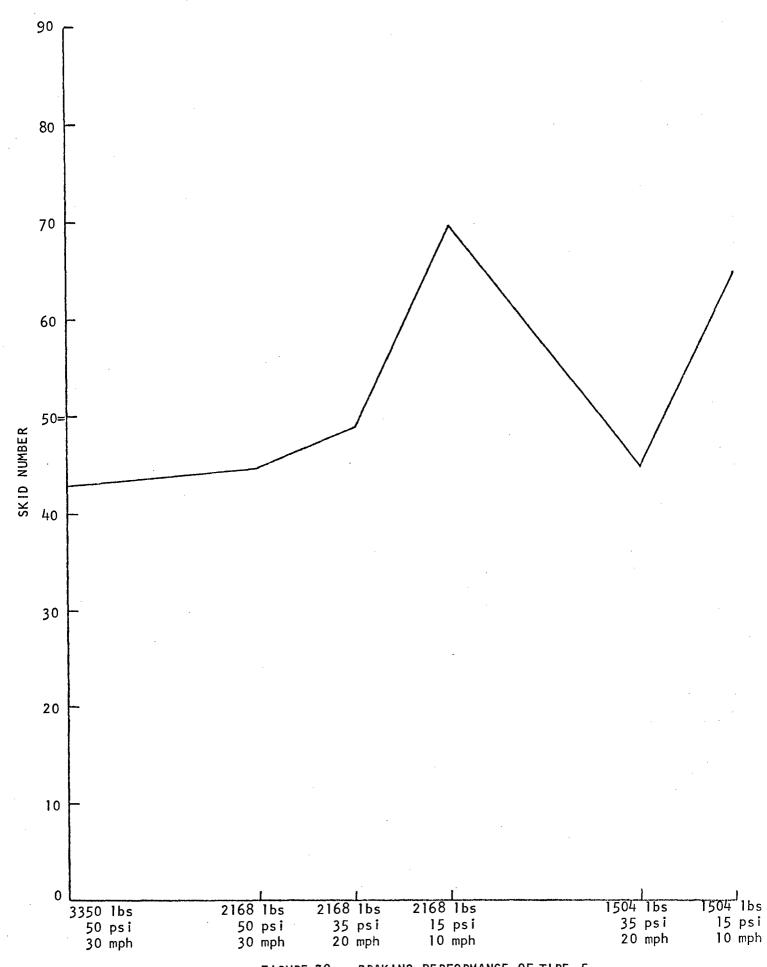
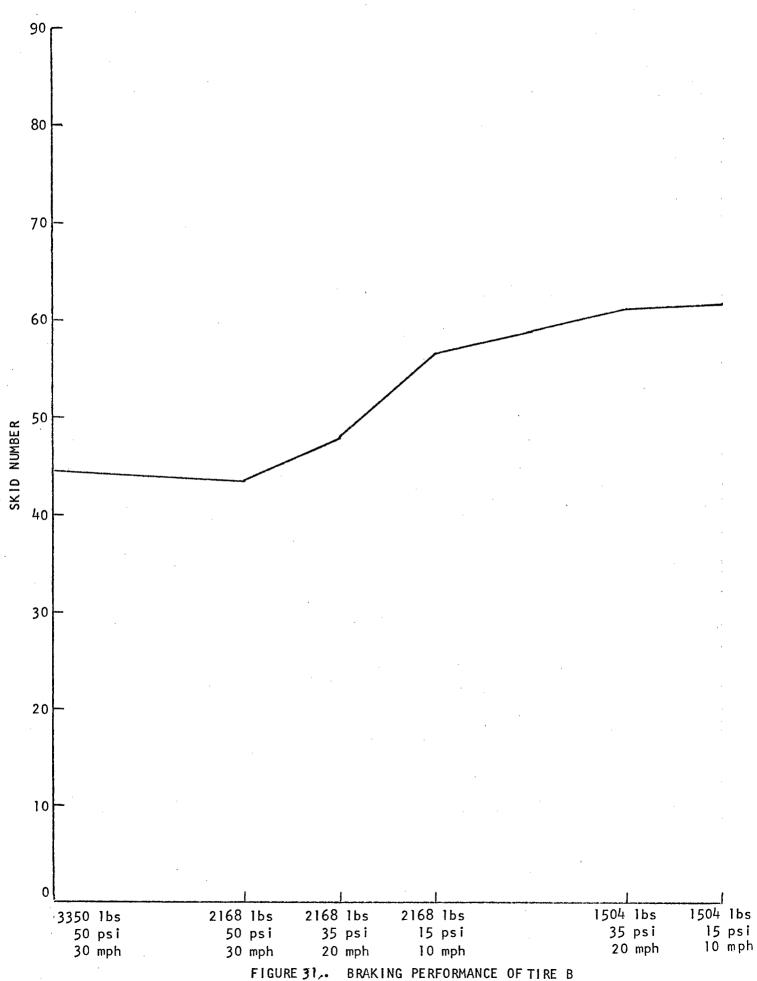
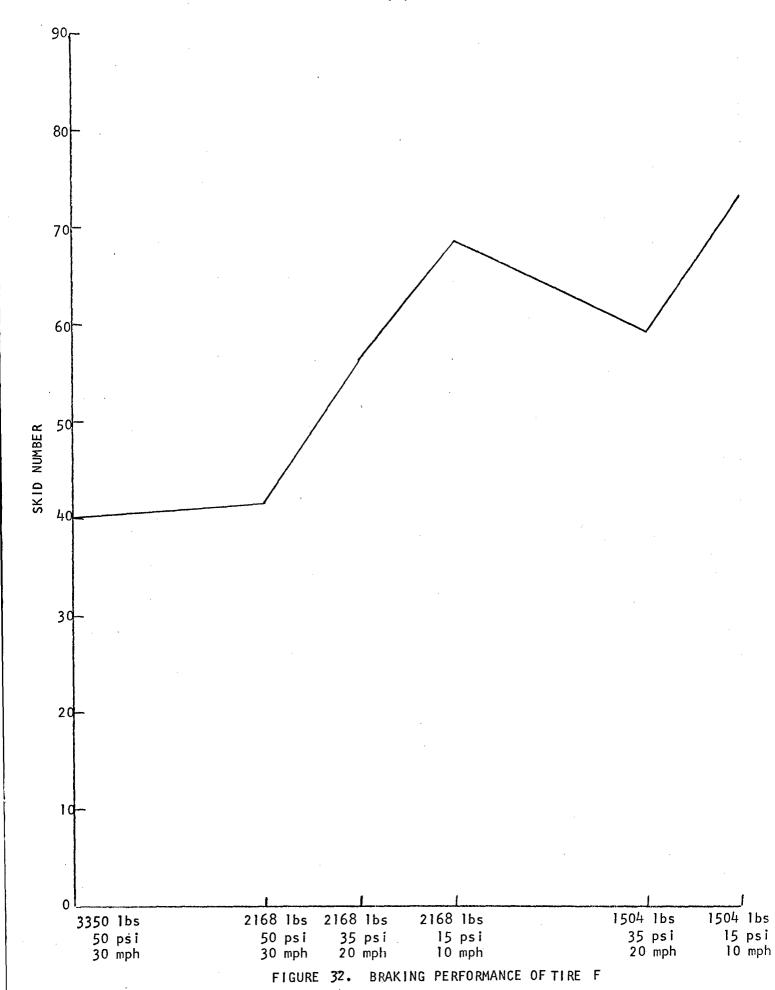
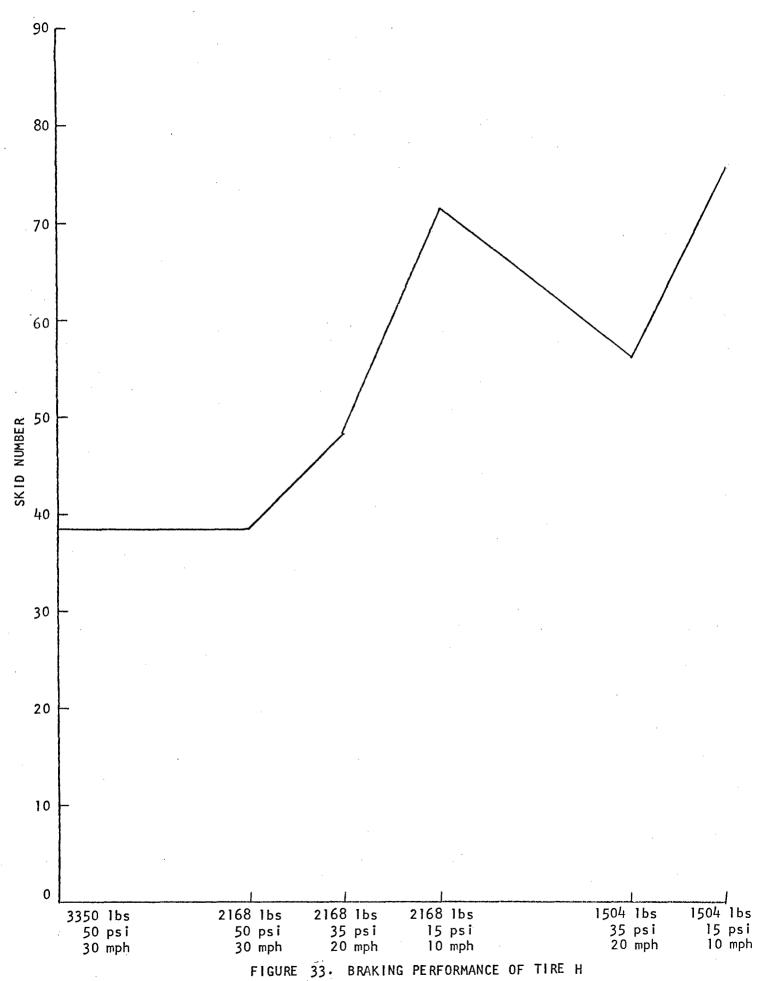


FIGURE 30. BRAKING PERFORMANCE OF TIRE E







CONCLUSIONS

From the data presented, there are no large differences in overall performance between the various tires. There is, however, a gradation between the best and worst tires. Of significance, the effects of rubber compounding, known to be important are not controlled in this study. With these restrictions we can conclude:

- 1. The adoption of tread patterns G(or J), C or D will improve on-road braking and cornering performance over the current NDCC pattern (tire 1).
- 2. The differences in performance between the other tires are not significant.

RECOMMENDATIONS

- 1. Similar tests be conducted in size 7.00-16 (1/4-ton truck size) to determine if similar trends exist at that size and where higher speed tests will not be as dangerous. These higher speeds should show greater differences between wet and dry performance.
- 2. Analyses be made of performance versus various tread pattern parameters to determine if there is sufficient correlation that can be used in future tread design.
- 3. If future tests are to be conducted, rubber compound and carcass construction should be identical.
- 4. Combined braking and turning, which occurs in emergency situations, is worthy of investigation.

^{*}Kelley, J. D. and Albert, B. J., 'Tread Design of Tire Affects Wet Traction Most,' SAE Journal, September 1968.

ACKNOWLED GEMENTS

The authors wish to acknowledge the contributions of Mr. Roger Kirk of the U. S. Army Tank-Automotive Command who was the contract technical monitor of this program and provided many valuable suggestions. Also, recognition must be accorded to Mr. I. O. Kamm who supervised the construction of the test trailer and to Mr. Awni Boutros who did the tedious work of taking the raw data from the strip charts and plotted them for our analysis.

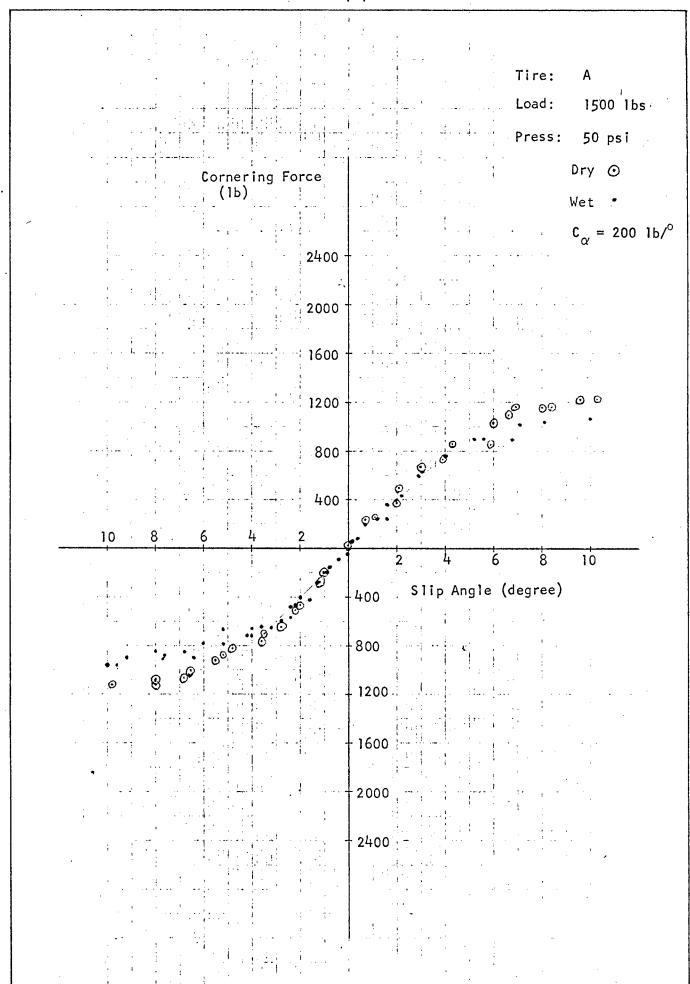
Special recognition must be made to the late Mr. C. W. Wilson. Long an active participant in many automotive test programs, the tests conducted here were Bill's final contribution.

APPENDIX

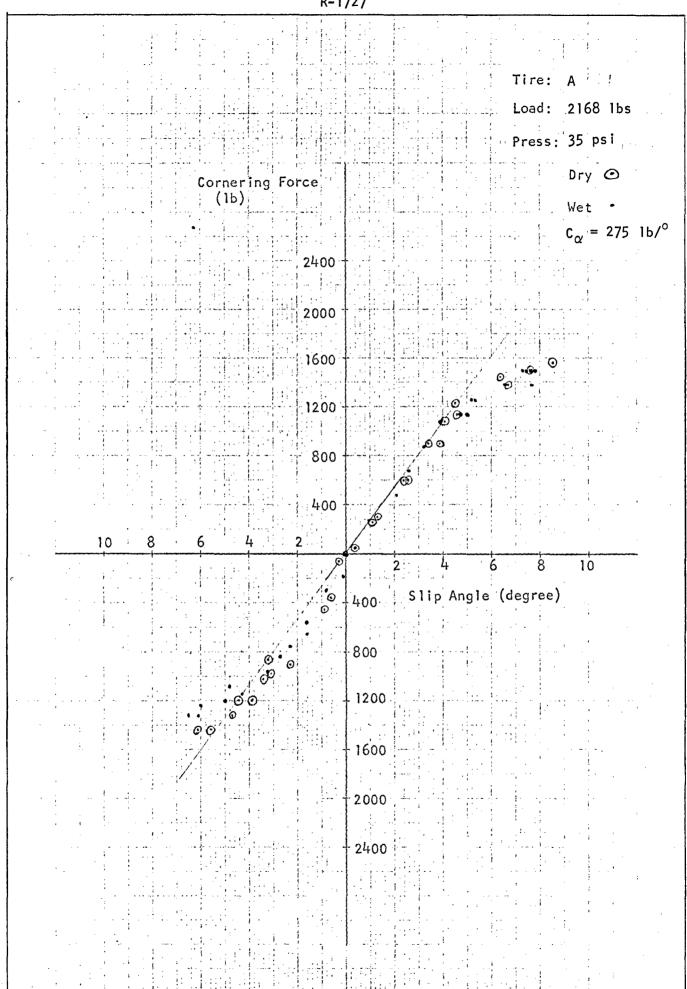
Cornering Force vs. Slip Angle for the Loads and Inflation Pressures Tested

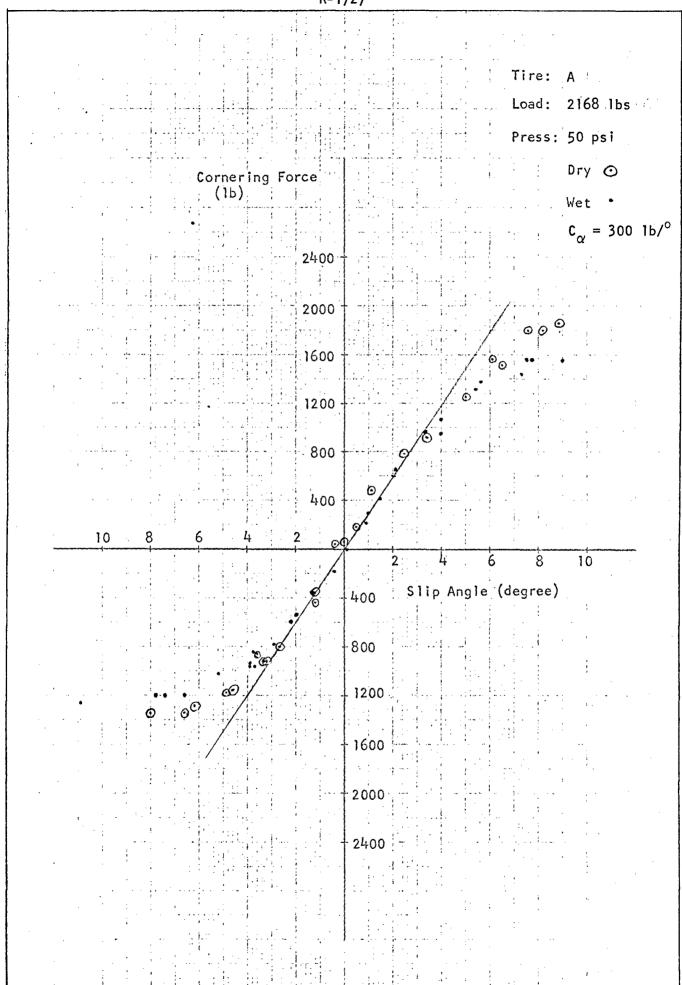
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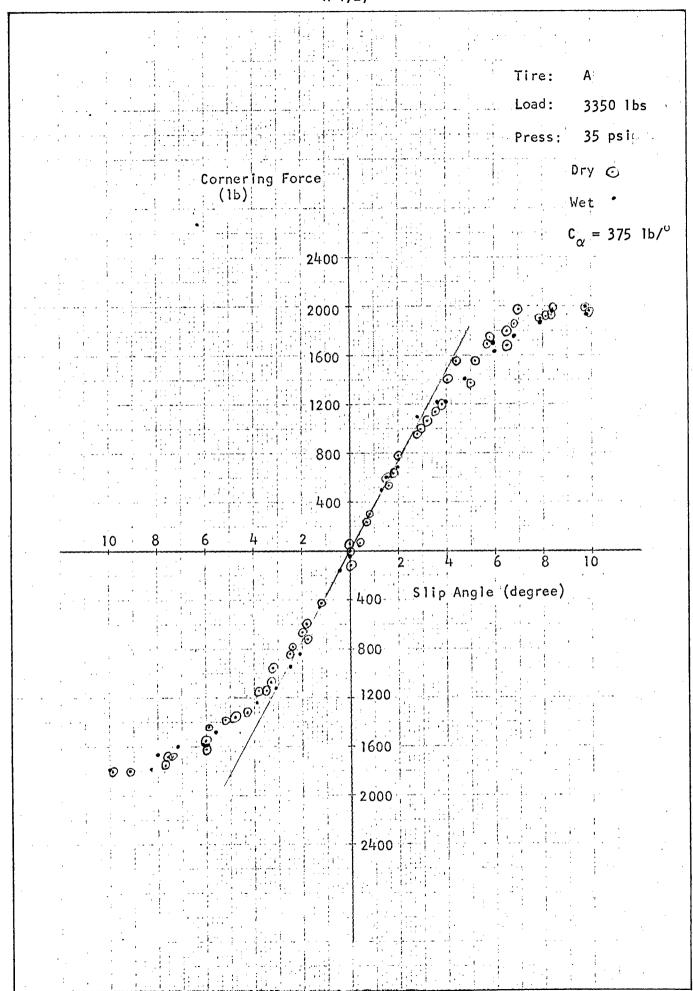
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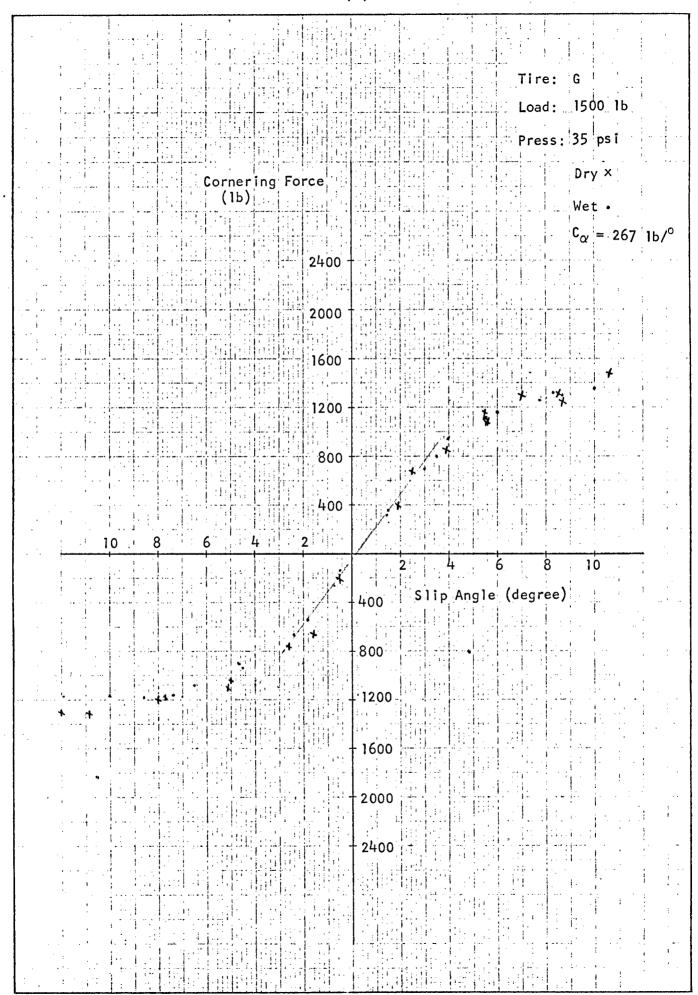
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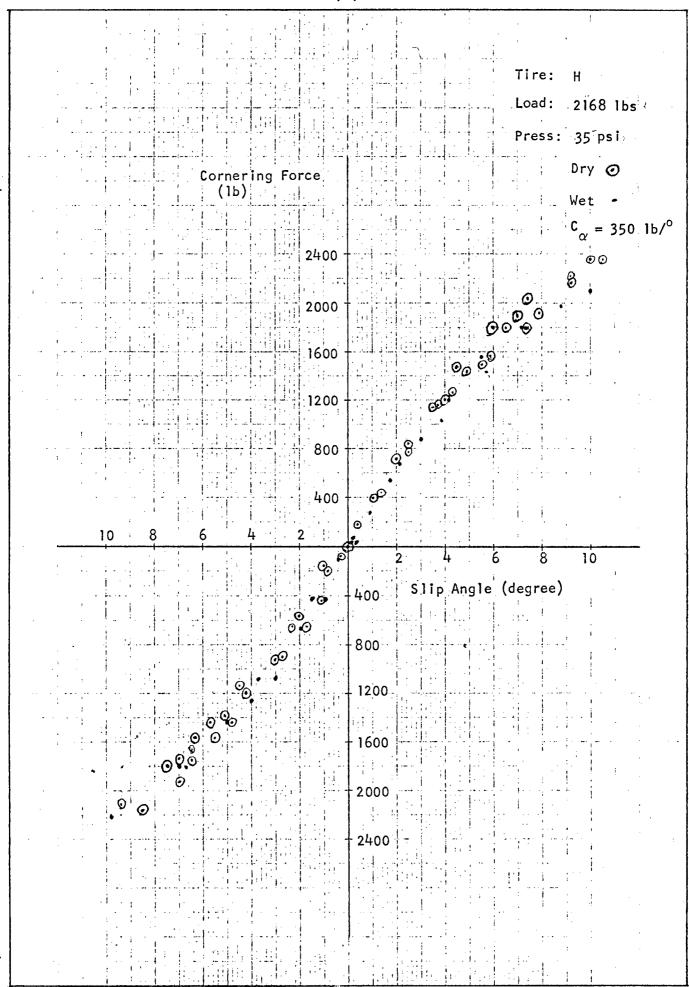
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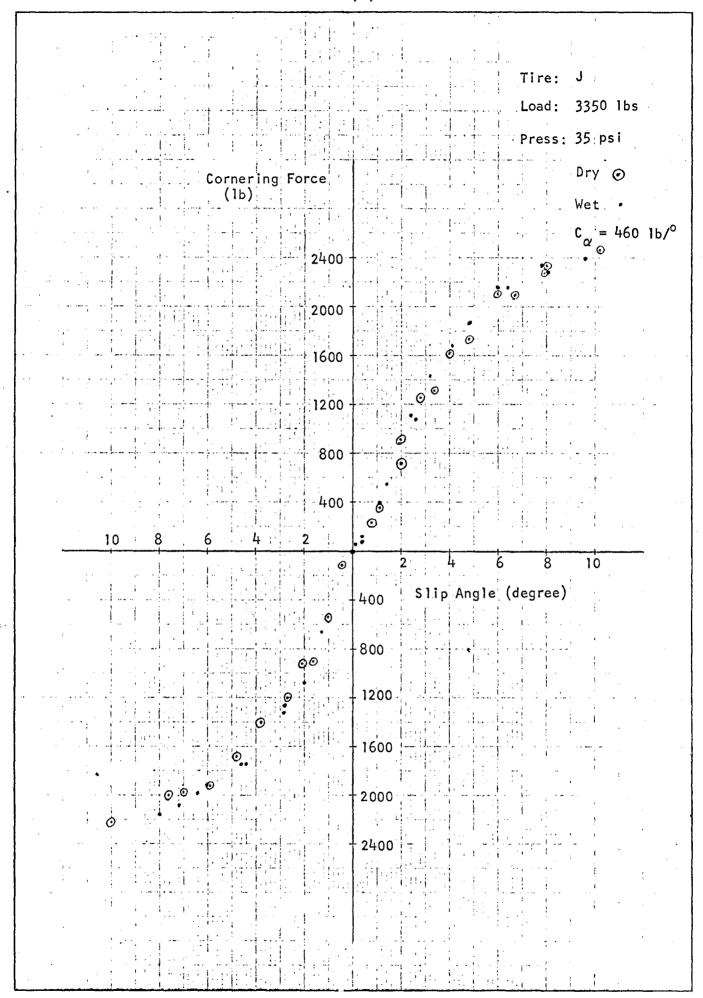
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7. AUTHOR(s)		8. CONTRACT OR GRANT NUMBER(4)
1. R. Ehrlich; G. Wray; J. Nazale	wicz	
9. PERFORMING ORGANIZATION NAME AND ADDRESS		10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
Davidson Laboratory		AREA & WORK UNIT NUMBERS
711 Hudson Street		·
Hoboken, New Jersey 07030		
11. CONTROLLING OFFICE NAME AND ADDRESS		12. REPORT DATE
U. S. Army Tank-Automotive Comman	d	JUNE 1974
Warren, Michigan 48090	·	
14. MONITORING AGENCY NAME & ADDRESS(II dillerent	from Controlling Office)	55 + Appendix 15. SECURITY CLASS. (of this report)
		UNCLASSIFIED
		154. DECLASSIFICATION/DOWNGRADING SCHEDULE
16. DISTRIBUTION STATEMENT (of this Report)		
Approved for public release; dist	ribution unlimit	ed
17. DISTRIBUTION STATEMENT (of the abstract entered in	Block 20. If different from	Report)
	. Drown 20, 11 anna join 1102	· Acapolity
	.,	
18. SUPPLEMENTARY NOTES		
TO SOFF LEMENTARY NOTES		
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		. !
19. KEY WORDS (Continue on reverse side if necessary and	identily by block number)	
Tire Test, Braking Performance, C	ornering Perform	ance, Radial Tire
20 ADSTRACT (Court		
20. ABSTRACT (Continue on reverse side if necessary and	dentify by block number)	
Ten sets of tires with nine were tested on a paved surface us to measure their cornering charac braking performance (wet, full sk	ing a towed, insteristics (wet a	trumented trailer
The data obtained and a met	hod for rank ord	ering is presented.

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